

DOPEY DAN AND LON.

The Hohenzollerns.

Dear Folks: It didn't take Lon long to get wise to the new wrinkle of "Dopey Dan" and the privilege of "Dopey Dan" a few questions after the regular "Dopey Dan" over, that's been featured today by most all top-notch comedians. The other night over to the "Dopey Dan" Club the kid had hardly got through with a terrible tirade against the "Dopey Dan" when a "Dopey Dan" member, an' had teased out the hint that he was tickin' to be quizzed, when a "Dopey Dan" member hopped up in his seat an' wanted to know if the Hohenzollern family had always ruled Germany.

"Now, they ain't always ruled Germany," bellowed back Lon in a voice full of rage. "An' that's the part what I'm going to tell you about. I'm going to tell you about this present short-armed 'Dopey Dan' crowd, an' how they've been ruling Germany for a long time in Germany, they really wasn't never featured very much until about a century ago. The 'Dopey Dan' crowd in the book was one Count Thasso, a Brandenburg piccolo player, who performed in a orchestra about 800 A.D., which ain't such a much, as there be folks down in Alexandria, Va., today, who can trace back that far. This Thasso party musta been a bum 'Dopey Dan' 'cause there ain't no more mention of the family until the end of the thirteenth century, when the newspapers of that period was beginnin' to be printed, an' 'Dopey Dan' to some terrible clever slight-o'-hand work in 1398 they managed to wiggle the title of Prince outa old Emperor Charles IV, who, today, Frederick V was the first Hohenzollern 'Dopey Dan' to sport the title, an' if his record is correct, the corky manner in which he used to strut around every afternoon wasn't nothin' more'n less than perfectly ridiculous.

"Like all newly-honored 'Dopey Dan' lars, however, the Hohenzollern family fit among themselves until they split clean in two, one section bein' known thereafter as the 'Frankish branch,' while the other had all its groceries provisions sent C. O. D. to the Swabian portion of the family. But one Saturday night, after a red-hot flat-house fight, the entire estate fell into the hands of Frederick VI, known far an' wide as 'Dopey Dan' Brandenburg, an' thereafter had the gall to call himself such. 'Dopey Dan' Frederick VI, the bird's eleventh successor, Frederick III, become the first King of Prussia as Frederick I in 1701—there's a terrible mess of 'Dopey Dan' in this story, but nevertheless it's dead on the level, an' the reason for their switchin' their numbers so often was evidently due to the old moth-eaten system of gettin' more credit. 'While all this was takin' place, the Hohenzollerns of the family, which musta eat with their knives, as no mention is made of them until the beginning of the nineteenth century, was a doubt havin' a tough road to hoe. But along about 1805 both branches kissed an' made up once more, an' agreed upon a common law of succession, which was afterwards O. K'd by the King of Prussia as head of the house.

"The treaty established among them the right of primogeniture—which in plain United States means the first kid to make a noise in the flat after marriage—'n' provided that in case one of the branches should be shy a male successor, the estate should be transferred to the other branch, an' in case both branches should become extinct in the male line, the female lines should then fall back to the royal house of Prussia. In short, it was simply the army game from start to finish with 'Dopey Dan' havin' a peep who wasn't a Hohenzollern.

"Twas dollars to home-made crust-

lers that with so much flim-flam goin' on there was bound to be trouble, an' sure enough, on March 12, 1890, after a terrible mess of bluffin' all hands was called an' Prussia raked in the pot. "However, the Hohenzollern bunch was wise enough to hold tight to their winnings an' wait for a openin', so, when, in 1870, France an' Germany staged their memorable scrap for the championship of Central Europe, William-Thirteenth-Grandpappy to the present false-alarm, an' a rather respectable old party at that, polished up his scenery an' made a dash for the throne. He got away with the crack an' the family have been in power from that day to this. It was the same summer Hans Wagner started in with Loosville, so you can figure yourself how long they've been ruinin' it. Now that I've got all that out my system with your kind permission we'll have a bit of poetry! Set th' bug-scone, Ed!

Now, see here, Mister Kaiser. Just can't you usual bluff? An' give a feller nut th' tip As to where you get your stuff. No doubt it's less majestic o' me To even make th' break. But, on th' level, tell me What's in the pill you take?

You've featured that old right divine Until it's due to rot. Yet somehow your misguided folks Still trace back that far. You've got 'em eatin' from your hand An' fightin' at your will. So have a heart an' put me next To what goes in th' pill.

You boasted loud, four years ago, That you'd be appin' wine At some swell Paris cabaret. Her from th' 'Dopey Dan' Kaiser. But according to th' latest dope Your troops are trenchin' still. So be good, Mister Kaiser. An' wise me to that pill!

They claim you grined a foolish grin, An' told a bunch o' folks That you'd soon sail th' boundin' deep An' squish them 'Dopey Dan' jokes. O' course there's no denyin' that At squelchin' you've showed skill. But when you made th' statement No doubt you'd had your pill!

I gotta hand it to you, though, For mixin' up a shot That makes you think you're runnin' wild When you're tied up in a knot. An' all I ask of you to do, Before you get your fill, Is to kindly let th' secret out. An' tell what's in th' pill!

So come on, Mister Kaiser: Don't be so measly close. Please dish out th' prescription. An' lemme try a dose! It's cheap to be so chinky. When others crave a thrill. Come, be a sport, an' tell a guy What goes in that old pill!

NOTE—Lon says if it's the last thing he does on earth he's gonna ketch th' "blister" what put th' auto in auto-cracy an' haul him up before th' American Automobile Association.

One of the nastiest blemishes on the body work of the car is tar, which is frequently splashed on the polished surfaces from the road. A good solvent for tar is butter, which should be spread over the spots and allowed to stand for some minutes before being carefully wiped off, when it will bring the tar with it. Kerosene also may be used locally, but with care, since it may attack the finish.

HEAVY AUTO SALES THIS SEASON, SAYS MANAGER

F. H. Akers of Reo Motor Car Company Declares "Slow-Up" Did Not Materialize.

"I have been searching everywhere for the fellow who said the automobile business was going to slow up this spring, but so far I have been unable to locate any one who will now own up to the authorship of that statement," exclaimed F. H. Akers, sales manager of the Reo Motor Car Company, the other day.

"Our sales records show that business has opened up this year about two weeks earlier than usual despite one of the most severe winters we have ever had.

"Nor is this condition confined to the Reo product. Many makers throughout the country are enjoying the same demand for their product—in fact, there is a general and very heavy over demand.

"Of course, prices are higher all along the line, but, on the other hand, everybody's earning capacity and profits are greater.

"Not only that, but the need is greater. Presumably nobody buys an automobile, and especially at this time of year, for pleasure. Fully 99 per cent of the purchases are made under the spur of necessity—a necessity that will brook no delay.

"In some cases, perhaps, buyers are simply protecting themselves against further advances in price which they realize must come, and others are trying to get in ahead of the spring rush. But in all cases the indications are that necessity is the principal incentive and that the demand is not confined to any one section of the country, but is general.

"The shipping problem is discouraging. A very large percentage of the cars and trucks have to be driven overland and dealers, realizing what the spring freshets will mean to the roads, have taken all we could give them during the winter months, when cross country driving is easier.

One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the

backward drag due to traction. If the clutch is released, however, that factor is eliminated and the strain thereby is reduced.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism which actuates the brakes. These parts usually depend for lubrication on the hand oil can. Beginning at the operating lever, every joint in the brake rod needs occasional oiling, as do the bearings of the compensating shaft.

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system that will be almost impossible to locate.

This is the season when the owner of a car should replenish oil in all compartments, engine, clutch, gearbox and rear axle. The compartments should be flushed out with kerosene before the new oil is put in.

With a Necklace.

From the Baltimore American.

"They say that bride got such extravagant presents."

"Yes; one present was a \$1,000 diamond necklace and another was two pounds of sugar."

"Not only that, but the need is greater. Presumably nobody buys an automobile, and especially at this time of year, for pleasure. Fully 99 per cent of the purchases are made under the spur of necessity—a necessity that will brook no delay.

"In some cases, perhaps, buyers are simply protecting themselves against further advances in price which they realize must come, and others are trying to get in ahead of the spring rush. But in all cases the indications are that necessity is the principal incentive and that the demand is not confined to any one section of the country, but is general.

"The shipping problem is discouraging. A very large percentage of the cars and trucks have to be driven overland and dealers, realizing what the spring freshets will mean to the roads, have taken all we could give them during the winter months, when cross country driving is easier.

One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the

backward drag due to traction. If the clutch is released, however, that factor is eliminated and the strain thereby is reduced.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism which actuates the brakes. These parts usually depend for lubrication on the hand oil can. Beginning at the operating lever, every joint in the brake rod needs occasional oiling, as do the bearings of the compensating shaft.

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system that will be almost impossible to locate.

This is the season when the owner of a car should replenish oil in all compartments, engine, clutch, gearbox and rear axle. The compartments should be flushed out with kerosene before the new oil is put in.

With a Necklace.

From the Baltimore American.

"They say that bride got such extravagant presents."

"Yes; one present was a \$1,000 diamond necklace and another was two pounds of sugar."

"Not only that, but the need is greater. Presumably nobody buys an automobile, and especially at this time of year, for pleasure. Fully 99 per cent of the purchases are made under the spur of necessity—a necessity that will brook no delay.

"In some cases, perhaps, buyers are simply protecting themselves against further advances in price which they realize must come, and others are trying to get in ahead of the spring rush. But in all cases the indications are that necessity is the principal incentive and that the demand is not confined to any one section of the country, but is general.

"The shipping problem is discouraging. A very large percentage of the cars and trucks have to be driven overland and dealers, realizing what the spring freshets will mean to the roads, have taken all we could give them during the winter months, when cross country driving is easier.

One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the

backward drag due to traction. If the clutch is released, however, that factor is eliminated and the strain thereby is reduced.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism which actuates the brakes. These parts usually depend for lubrication on the hand oil can. Beginning at the operating lever, every joint in the brake rod needs occasional oiling, as do the bearings of the compensating shaft.

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system that will be almost impossible to locate.

This is the season when the owner of a car should replenish oil in all compartments, engine, clutch, gearbox and rear axle. The compartments should be flushed out with kerosene before the new oil is put in.

With a Necklace.

From the Baltimore American.

"They say that bride got such extravagant presents."

"Yes; one present was a \$1,000 diamond necklace and another was two pounds of sugar."

"Not only that, but the need is greater. Presumably nobody buys an automobile, and especially at this time of year, for pleasure. Fully 99 per cent of the purchases are made under the spur of necessity—a necessity that will brook no delay.

"In some cases, perhaps, buyers are simply protecting themselves against further advances in price which they realize must come, and others are trying to get in ahead of the spring rush. But in all cases the indications are that necessity is the principal incentive and that the demand is not confined to any one section of the country, but is general.

"The shipping problem is discouraging. A very large percentage of the cars and trucks have to be driven overland and dealers, realizing what the spring freshets will mean to the roads, have taken all we could give them during the winter months, when cross country driving is easier.

One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the

backward drag due to traction. If the clutch is released, however, that factor is eliminated and the strain thereby is reduced.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism which actuates the brakes. These parts usually depend for lubrication on the hand oil can. Beginning at the operating lever, every joint in the brake rod needs occasional oiling, as do the bearings of the compensating shaft.

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system that will be almost impossible to locate.

This is the season when the owner of a car should replenish oil in all compartments, engine, clutch, gearbox and rear axle. The compartments should be flushed out with kerosene before the new oil is put in.

With a Necklace.

From the Baltimore American.

"They say that bride got such extravagant presents."

"Yes; one present was a \$1,000 diamond necklace and another was two pounds of sugar."

"Not only that, but the need is greater. Presumably nobody buys an automobile, and especially at this time of year, for pleasure. Fully 99 per cent of the purchases are made under the spur of necessity—a necessity that will brook no delay.

"In some cases, perhaps, buyers are simply protecting themselves against further advances in price which they realize must come, and others are trying to get in ahead of the spring rush. But in all cases the indications are that necessity is the principal incentive and that the demand is not confined to any one section of the country, but is general.

"The shipping problem is discouraging. A very large percentage of the cars and trucks have to be driven overland and dealers, realizing what the spring freshets will mean to the roads, have taken all we could give them during the winter months, when cross country driving is easier.

One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the

backward drag due to traction. If the clutch is released, however, that factor is eliminated and the strain thereby is reduced.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism which actuates the brakes. These parts usually depend for lubrication on the hand oil can. Beginning at the operating lever, every joint in the brake rod needs occasional oiling, as do the bearings of the compensating shaft.

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system that will be almost impossible to locate.

This is the season when the owner of a car should replenish oil in all compartments, engine, clutch, gearbox and rear axle. The compartments should be flushed out with kerosene before the new oil is put in.

With a Necklace.

From the Baltimore American.

"They say that bride got such extravagant presents."

"Yes; one present was a \$1,000 diamond necklace and another was two pounds of sugar."

"Not only that, but the need is greater. Presumably nobody buys an automobile, and especially at this time of year, for pleasure. Fully 99 per cent of the purchases are made under the spur of necessity—a necessity that will brook no delay.

"In some cases, perhaps, buyers are simply protecting themselves against further advances in price which they realize must come, and others are trying to get in ahead of the spring rush. But in all cases the indications are that necessity is the principal incentive and that the demand is not confined to any one section of the country, but is general.

"The shipping problem is discouraging. A very large percentage of the cars and trucks have to be driven overland and dealers, realizing what the spring freshets will mean to the roads, have taken all we could give them during the winter months, when cross country driving is easier.

One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the

backward drag due to traction. If the clutch is released, however, that factor is eliminated and the strain thereby is reduced.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism which actuates the brakes. These parts usually depend for lubrication on the hand oil can. Beginning at the operating lever, every joint in the brake rod needs occasional oiling, as do the bearings of the compensating shaft.

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system that will be almost impossible to locate.

This is the season when the owner of a car should replenish oil in all compartments, engine, clutch, gearbox and rear axle. The compartments should be flushed out with kerosene before the new oil is put in.

With a Necklace.

From the Baltimore American.

"They say that bride got such extravagant presents."

"Yes; one present was a \$1,000 diamond necklace and another was two pounds of sugar."

"Not only that, but the need is greater. Presumably nobody buys an automobile, and especially at this time of year, for pleasure. Fully 99 per cent of the purchases are made under the spur of necessity—a necessity that will brook no delay.

"In some cases, perhaps, buyers are simply protecting themselves against further advances in price which they realize must come, and others are trying to get in ahead of the spring rush. But in all cases the indications are that necessity is the principal incentive and that the demand is not confined to any one section of the country, but is general.

"The shipping problem is discouraging. A very large percentage of the cars and trucks have to be driven overland and dealers, realizing what the spring freshets will mean to the roads, have taken all we could give them during the winter months, when cross country driving is easier.

One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the

backward drag due to traction. If the clutch is released, however, that factor is eliminated and the strain thereby is reduced.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism which actuates the brakes. These parts usually depend for lubrication on the hand oil can. Beginning at the operating lever, every joint in the brake rod needs occasional oiling, as do the bearings of the compensating shaft.

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system that will be almost impossible to locate.

This is the season when the owner of a car should replenish oil in all compartments, engine, clutch, gearbox and rear axle. The compartments should be flushed out with kerosene before the new oil is put in.

With a Necklace.

From the Baltimore American.

"They say that bride got such extravagant presents."

"Yes; one present was a \$1,000 diamond necklace and another was two pounds of sugar."

"Not only that, but the need is greater. Presumably nobody buys an automobile, and especially at this time of year, for pleasure. Fully 99 per cent of the purchases are made under the spur of necessity—a necessity that will brook no delay.

"In some cases, perhaps, buyers are simply protecting themselves against further advances in price which they realize must come, and others are trying to get in ahead of the spring rush. But in all cases the indications are that necessity is the principal incentive and that the demand is not confined to any one section of the country, but is general.

"The shipping problem is discouraging. A very large percentage of the cars and trucks have to be driven overland and dealers, realizing what the spring freshets will mean to the roads, have taken all we could give them during the winter months, when cross country driving is easier.

One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the

backward drag due to traction. If the clutch is released, however, that factor is eliminated and the strain thereby is reduced.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism which actuates the brakes. These parts usually depend for lubrication on the hand oil can. Beginning at the operating lever, every joint in the brake rod needs occasional oiling, as do the bearings of the compensating shaft.

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system that will be almost impossible to locate.

This is the season when the owner of a car should replenish oil in all compartments, engine, clutch, gearbox and rear axle. The compartments should be flushed out with kerosene before the new oil is put in.

With a Necklace.

From the Baltimore American.

"They say that bride got such extravagant presents."

"Yes; one present was a \$1,000 diamond necklace and another was two pounds of sugar."

"Not only that, but the need is greater. Presumably nobody buys an automobile, and especially at this time of year, for pleasure. Fully 99 per cent of the purchases are made under the spur of necessity—a necessity that will brook no delay.

"In some cases, perhaps, buyers are simply protecting themselves against further advances in price which they realize must come, and others are trying to get in ahead of the spring rush. But in all cases the indications are that necessity is the principal incentive and that the demand is not confined to any one section of the country, but is general.

"The shipping problem is discouraging. A very large percentage of the cars and trucks have to be driven overland and dealers, realizing what the spring freshets will mean to the roads, have taken all we could give them during the winter months, when cross country driving is easier.

One of the most commonly neglected parts of the car, as far as lubrication goes, is the clutch operating mechanism. In the case of disc clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil, the thrust collar and lever require oiling by hand. The service of these parts is exacting and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be lubricated frequently.

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, a cross strain is brought to bear on the tire treads, which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the

backward drag due to traction. If the clutch is released, however, that factor is eliminated and the strain thereby is reduced.

The brake mechanism seldom gets the lubrication it deserves. Oil is required on the pins supporting the brake shoes and upon the bearing points of the cams or toggle mechanism which actuates the brakes. These parts usually depend for lubrication on the hand oil can. Beginning at the operating lever, every joint in the brake rod needs occasional oil